



**Welcome**



**Welcome to the  
California High-Speed Rail Authority  
and Federal Railroad Administration's  
Scoping Meeting  
Fall 2009**

**Los Angeles to San Diego  
via the Inland Empire  
High-Speed Train Project**



# Scoping Process

## Scoping Meeting Fall 2009



- Scoping Objectives
  - Identify Affected Public / Agency Concerns
  - Outline the Key Steps in the Environmental Process
  - Identify Environmental Issues to be Addressed in the Environmental Document
- Comment Period ends Friday, November 20, 2009
  - Receive Written Comments
  - Web-Based Commenting (Send to: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov))
  - Develop Scoping Report



# Public Participation How to Comment

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of Transportation  
**Federal Railroad  
Administration**

Thank you for attending today's scoping meeting. To provide your input, please (1) fill out a comment sheet and hand it to a staff person, or (2) fill out a comment sheet and leave it in the comment box provided, or (3) provide your comment verbally to the court reporter to be documented.

If you want to comment outside the meeting, here is how to provide input:

## **Written Comments:**

California High-Speed Rail Authority  
Mr. Dan Leavitt, Deputy Director  
Attn: LA - SD HST Project EIR/EIS  
925 L Street, Suite 1425  
Sacramento, CA 95814  
Fax: (916) 322-0827

## **E-mailed Comments:**

California High-Speed Rail Authority  
[comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)  
**Include in the subject line:**  
LA - SD HST Section via the Inland  
Empire

**Comments must be received no later than Friday, November 20, 2009.**

For more project information visit the authority's website:

[www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov) or phone (909) 627-2974 or (916) 324-1541





# Purpose and Need

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## Purpose of the High-Speed Train Project

- Provide reliable HST service that links Southern California cities, the Central Valley, Sacramento, and Bay area
- Provide rapid and reliable travel between Los Angeles, the Inland Empire, and San Diego areas
- Deliver predictable and consistent travel times using electric powered steel wheel trains
- Provide greater access and choice of transportation modes to increase mobility throughout California
- Provide station locations to support Smart Growth and multimodal transit connections



# Purpose and Need

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## Need for the High-Speed Train System:

- Accommodate expected growth in population
- Meet travel demand between the Los Angeles, Inland Empire, and San Diego County regions
- Reduce travel delays arising from the growing congestion on Southern California's highways and at airports
- Promote economic growth, and improve quality of life and air quality in and around Southern California's metropolitan areas
- Reduce or minimize congestion and increase mobility



# What are High-Speed Trains?

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- Intercity passenger trains capable of maximum operating speeds of 220 miles per hour
- Tracks separated from roads and highways
- Proven technology – Safe and Reliable
  - Successfully operating throughout Europe and Asia



*CHSRA Train Concept*

*Other High-Speed Trains around the World*



*TGV, France*



*Intercity Express,  
Germany*



*Shinkansen, Japan*





# High-Speed Train Travel Times

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Service up to 220 mph linking:

- Southern California
- Central Valley
- San Francisco Bay Area

San Francisco (Transbay)  
San Jose  
Sacramento  
Fresno  
Los Angeles Union Station  
Anaheim  
Riverside  
San Diego

San Francisco (Transbay)		:30	1:53	1:20	2:38	2:57	3:10	3:56
San Jose	:30		1:24	:51	2:09	2:28	2:41	3:27
Sacramento	1:53	1:24		:59	2:17	2:36	2:49	3:35
Fresno	1:20	:51	:59		1:24	1:43	1:56	2:42
Los Angeles Union Station	2:38	2:09	2:17	1:24		:20	:33	1:18
Anaheim	2:57	2:28	2:36	1:43	:20			
Riverside	3:10	2:41	2:49	1:56	:33			:48
San Diego	3:56	3:27	3:35	2:42	1:18		:48	



# Grade Separations

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*Before*

**Typical Overpass**

*After*



- Grade separations are underpasses and overpasses where roadways cross railroad tracks

- Grade separations reduce congestion and noise and improve safety

- California High-Speed Train tracks will be grade-separated from roadway crossings



*Before*

**Typical Underpass**

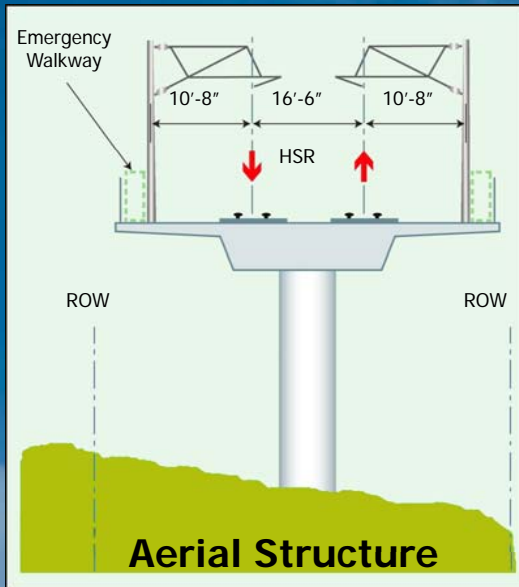
*After*



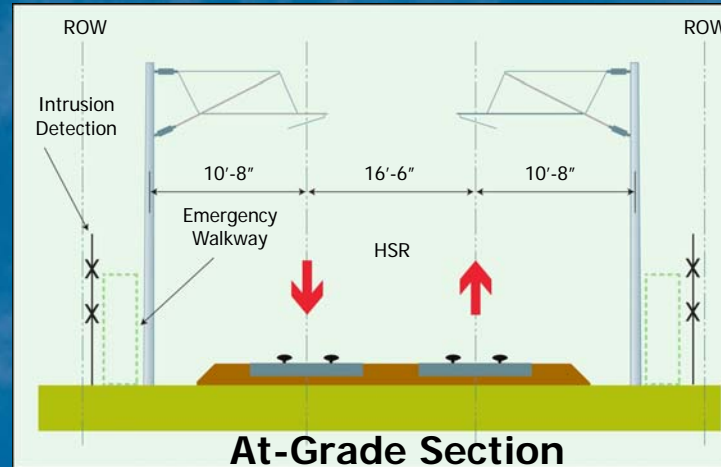


# Typical Sections Along Alignment

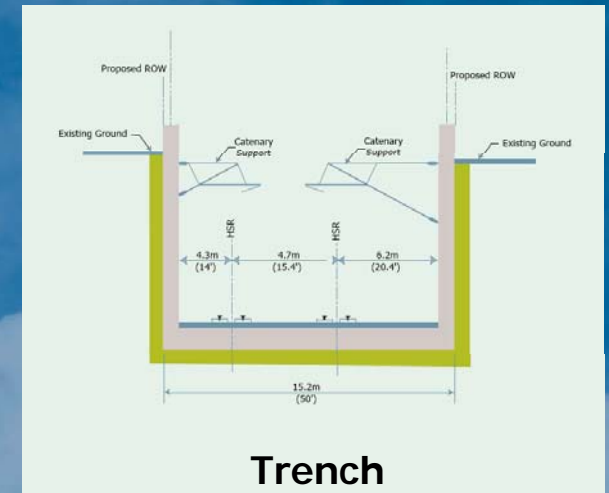
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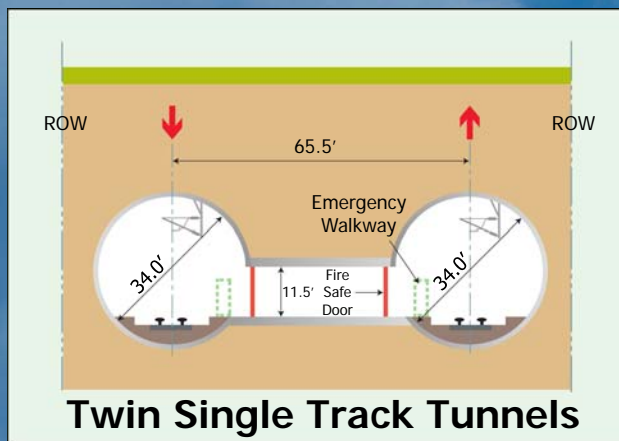
**Aerial Structure**



**At-Grade Section**

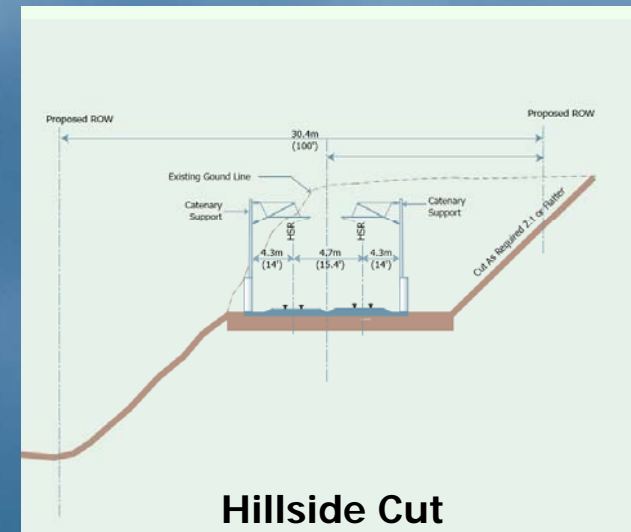


**Trench**



**Twin Single Track Tunnels**

- Portions of the alignment will need special structures to fit into built environment
- Structures could include:
  - Aerial Structures (bridges)
  - Tunnels
  - Trenches
  - Hillside Cuts



**Hillside Cut**

Source: CA High Speed Train  
Program EIR/EIS, 2005



# High-Speed Train Stations

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- Smart Growth and Transit Oriented Development
- Intermodal connectivity (transit, bikes and pedestrians)
- Increase rail to air connection opportunities
- Support sustainable economic growth







# Statewide High-Speed Train System

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## Connecting:

- San Diego
- Inland Empire
- Los Angeles
- Orange County
- Central Valley
- San Francisco Bay Area
- Sacramento





# Southern California Inland Corridor Group (SOCAL ICG) Scoping Meeting Fall 2009



The Southern California High-Speed Rail Inland Corridor Group (SOCAL ICG), was formed by a Memorandum of Understanding (MOU) between the CHSRA and Southern California Association of Governments, San Diego Association of Governments, San Bernardino Associated Governments, the Riverside County Transportation Commission, the San Diego County Regional Airport Authority and Metro.

SOCAL ICG input includes:

- Forming Technical Working Groups (TWGs) in Los Angeles, Riverside, San Bernardino, and San Diego Counties to assist the CHSRA in refining the programmatic LA-SD alignment adopted in 2005
- Identifying additional alternative project alignments and optional station locations to be studied in the LA-SD project EIR/EIS





California High-Speed Rail Authority

Los Angeles to San Diego via the Inland Empire Section

High-Speed Train Project

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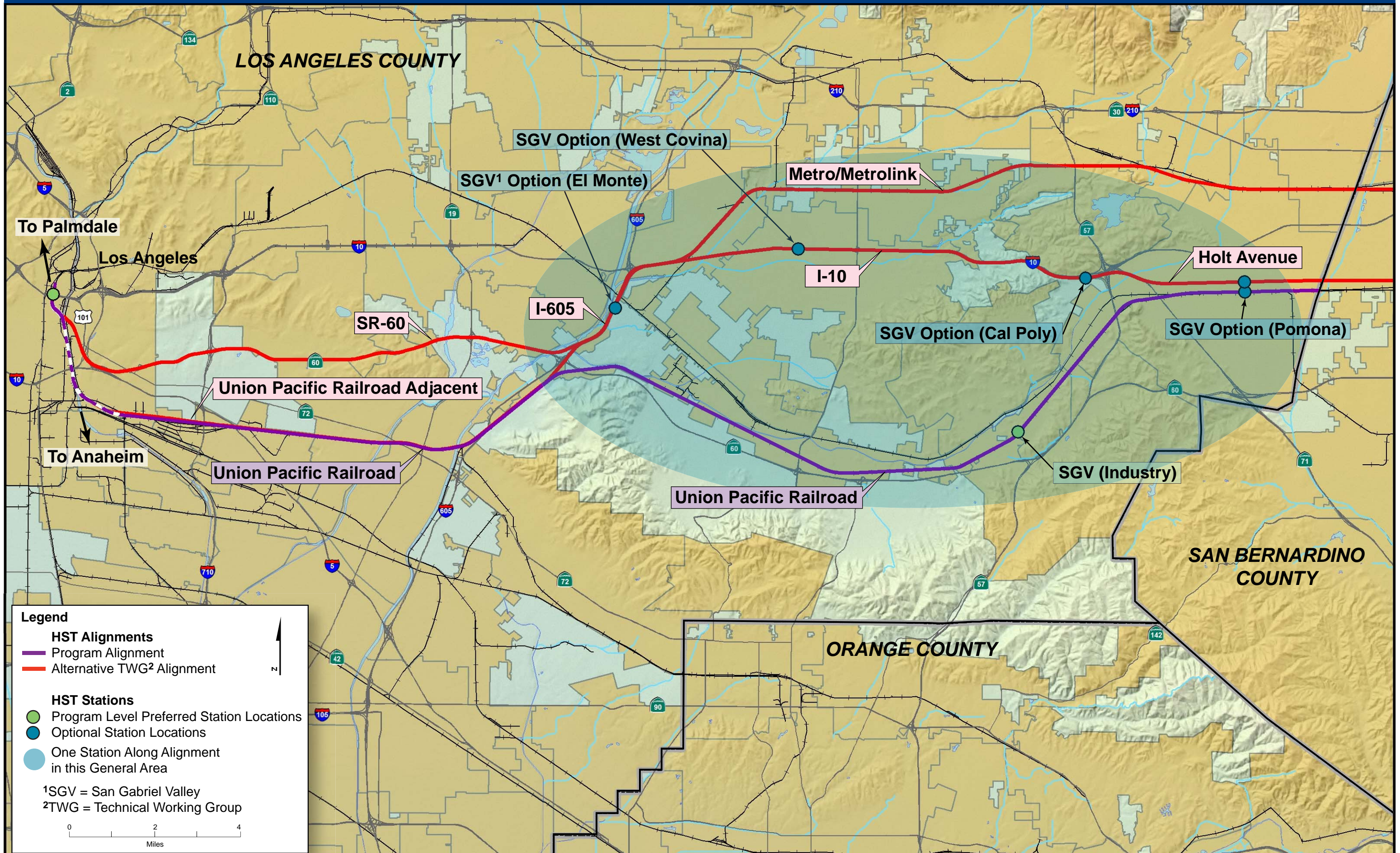


# California High-Speed Rail Authority

## Los Angeles to San Diego via the Inland Empire Section

### High-Speed Train Project

### Scoping Meeting Fall 2009



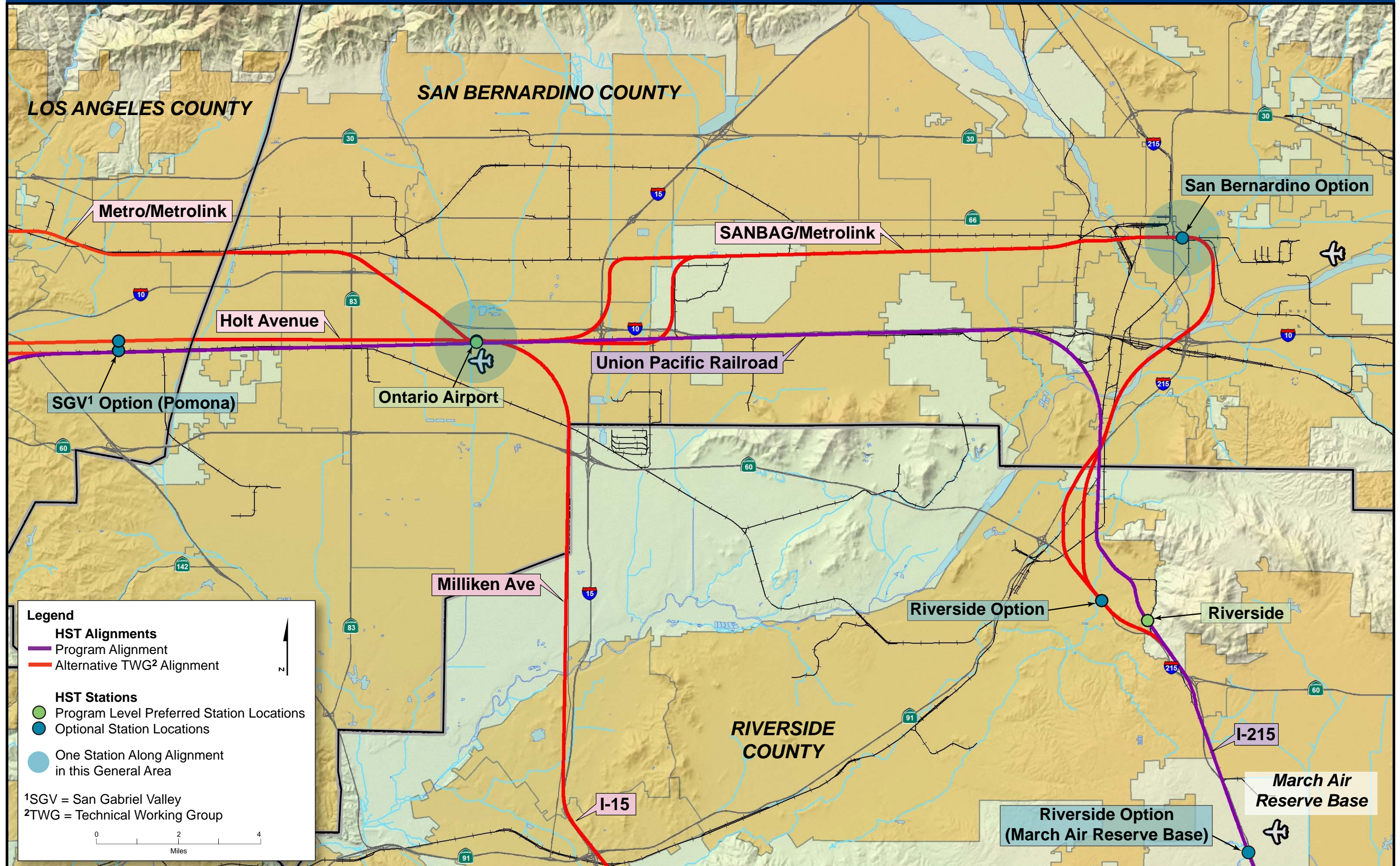


# California High-Speed Rail Authority

## Los Angeles to San Diego via the Inland Empire Section

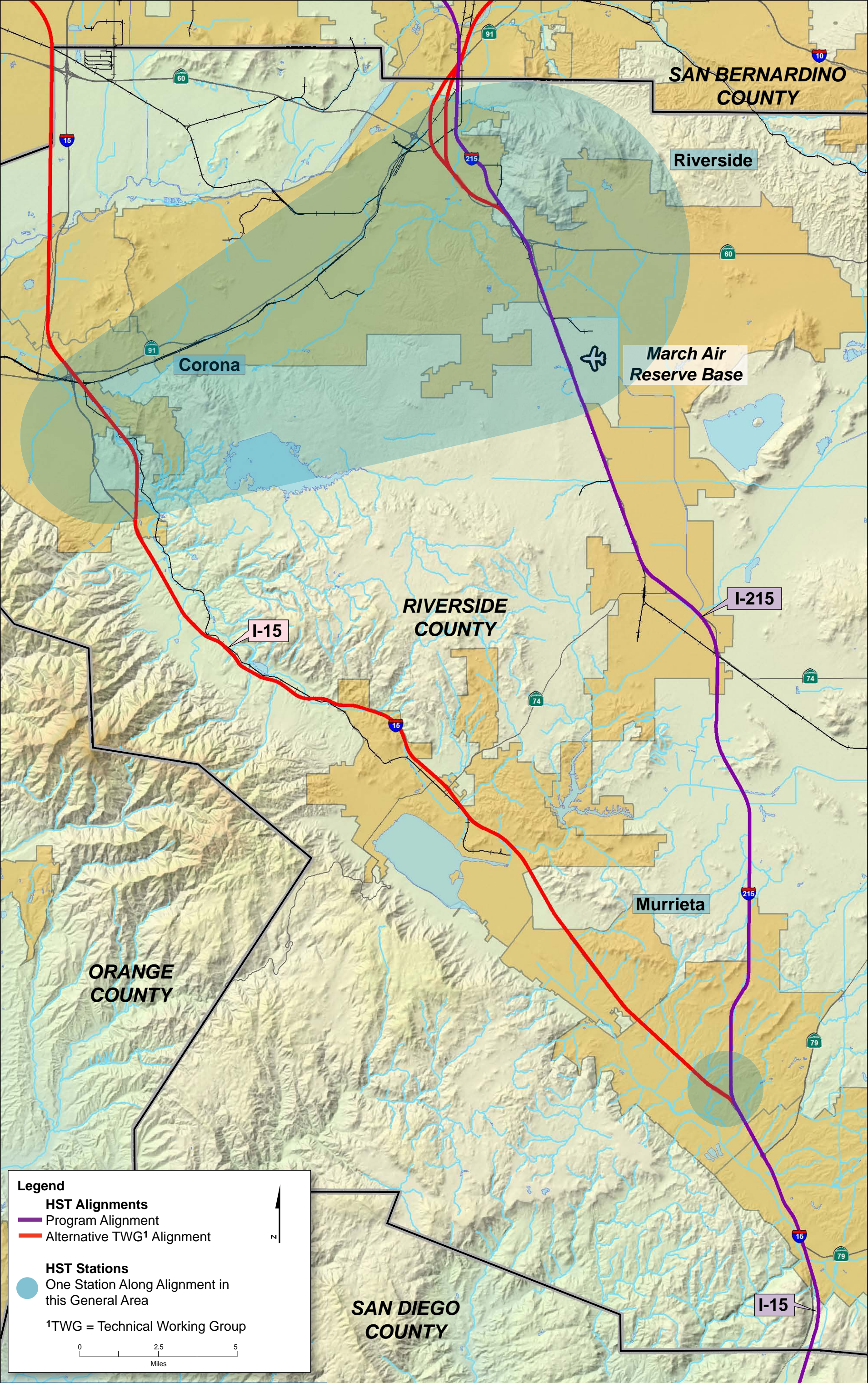
### High-Speed Train Project

### Scoping Meeting Fall 2009





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Los Angeles to San Diego via the Inland Empire Section  
High-Speed Train Project  
Scoping Meeting Fall 2009





# California High-Speed Rail Authority

## Los Angeles to San Diego via the Inland Empire Section

### High-Speed Train Project

### Scoping Meeting Fall 2009



Los Angeles to San Diego  
via the Inland Empire Section

San Diego County





# LA-SD via the Inland Empire Section Project Overview

## Scoping Meeting Fall 2009



Description	2009	2010	2011	2012	2013
Notice of Intent/Notice of Preparation (NOI/NOP)					
Scoping Process					
Scoping Meetings <i>*We are here</i>					
Alternatives Analysis					
Draft Project Description					
15% Engineering					
Environmental Technical Reports					
Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS)					
Selection of Preferred Alignment Alternatives and Station Locations					
30% Engineering					
Final EIR/EIS					
Record of Decision/Notice of Determination (ROD/NOD)					



# HST Project Environmental Process

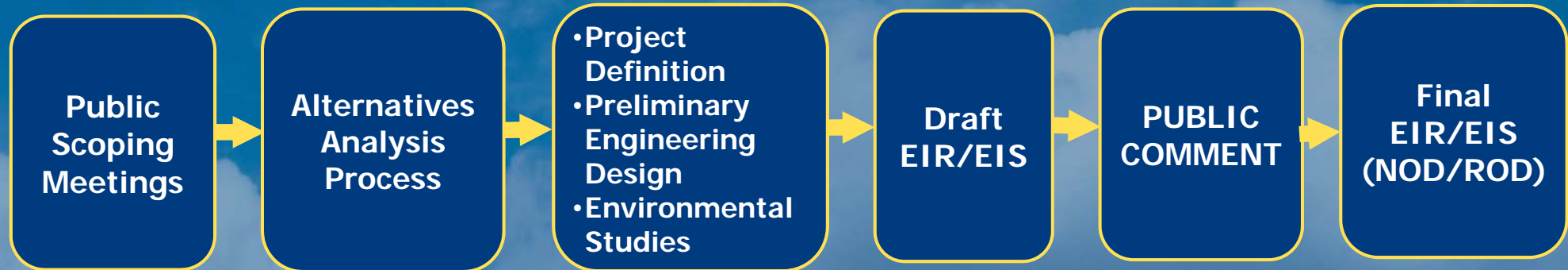
Scoping Meeting 2009



## Los Angeles to San Diego via the Inland Empire HST Project Environmental Impact Report/ Environmental Impact Statement (EIR/EIS)

2009

2013



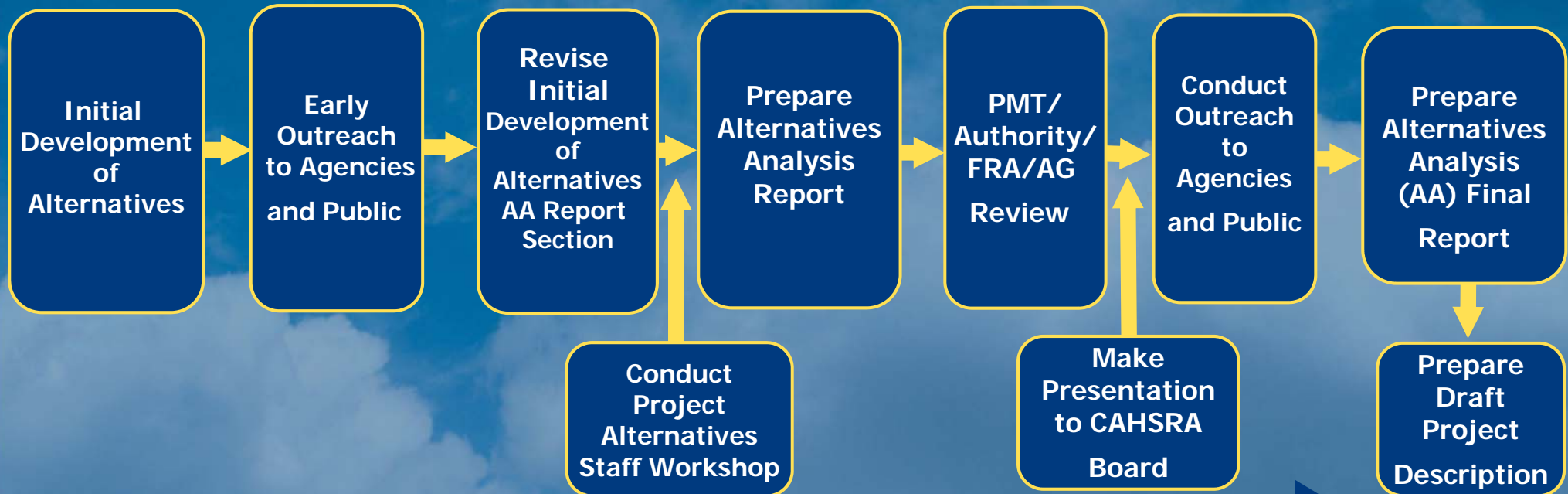
\*We are here

Ongoing Community & Agency Meetings, Outreach, Communications



# Alternatives Analysis

## Scoping Meeting Fall 2009



Ongoing Agency Coordination: Southern California Association of Governments, San Bernardino Associated Governments, Riverside County Transportation Commission, San Diego Association of Governments, San Diego County Regional Airport Authority, and Metro (SOCAL ICG)





# Alternatives Analysis 2009 – 2010

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## Alternatives Analysis Evaluation Measures

- Travel Time
- Operations
- Community Disruption / Impacts
- Capital and Operating Costs
- Constructability
- Intermodal Connections
- Development Potential
- Property Impacts
- Right-of-Way Constraints
- Environmental Constraints / Impacts



# Areas of Environmental Analysis

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- Transportation
- Air Quality
- Noise & Vibration
- Electromagnetic Interference/  
Electromagnetic Frequency
- Public Utilities & Energy
- Biological Resources &  
Wetlands
- Hydrology & Water Resources
- Geology, Soils, Seismicity
- Hazardous Materials/Wastes
- Safety & Security
- Socioeconomics, Communities &  
Environmental Justice
- Local Growth, Station Planning,  
Land Use, & Property
- Agricultural Land Impacts
- Parks, Recreation and Open Space
- Aesthetics & Visual Quality
- Cultural Resources
- Construction Methods and Impacts
- Cumulative and Secondary Impacts
- Section 4(f) & 6(f) Evaluation



# Key Environmental Issues

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## What key issues will be addressed in the EIR/EIS?

- Historical and Cultural Resources, including Native American Consultation
- Community Character – visual, land use, and noise compatibility
- Environmental Justice
- Hydrology/Water Resources
- Biological Resources including Wetlands
- Wildlife Habitat and Movement Corridors
- Connectivity with Other Modes of Travel
- Power Supply/Energy Requirements
- Right-of-Way Constraints
- Safety and Security





# Governor's Comments

## Scoping Meeting Fall 2009



Comments from Governor Schwarzenegger at the October 7  
High-Speed Train Rally at Los Angeles Union Station

Video inserted here. Video available on the project website.



# High-Speed Trains Around the World

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Video "Around the World" inserted here.  
Video available on the project website.



# HST Milestones

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<b>1996</b>	CA High-Speed Rail Authority created
<b>2000</b>	Investment-grade forecasts of ridership, revenue, cost & benefits, Business Plan
<b>2001-2005</b>	Program-level EIR/EIS process
<b>2005</b>	CHSRA Board and FRA issue Record of Decision on Statewide Program-Level EIR/EIS
<b>2007</b>	LA-SD via the Inland Empire Section begins alternatives development with planning and transportation agency input
<b>2008</b>	CHSRA Board approves revised Business Plan
<b>2008</b>	California voters approve Prop. 1A - \$9.95B bond
<b>2009</b>	Federal ARRA grant program begins: potential \$8B in funding
<b>2009</b>	LA-SD via the Inland Empire Section begins Project EIR/EIS process





# LA-SD via the Inland Empire Section Project Overview

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# California High-Speed Train Visual Tour

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Administration**

Video "Visual Tour" inserted here. Video  
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# HST Project Environmental Process

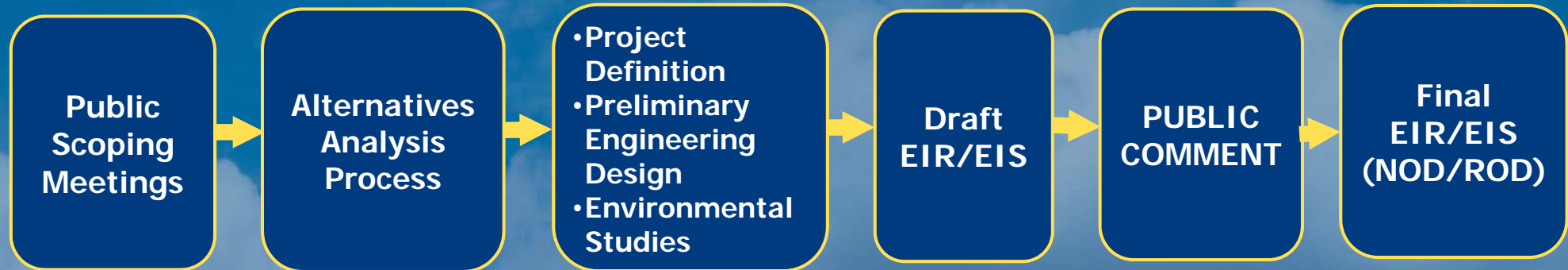
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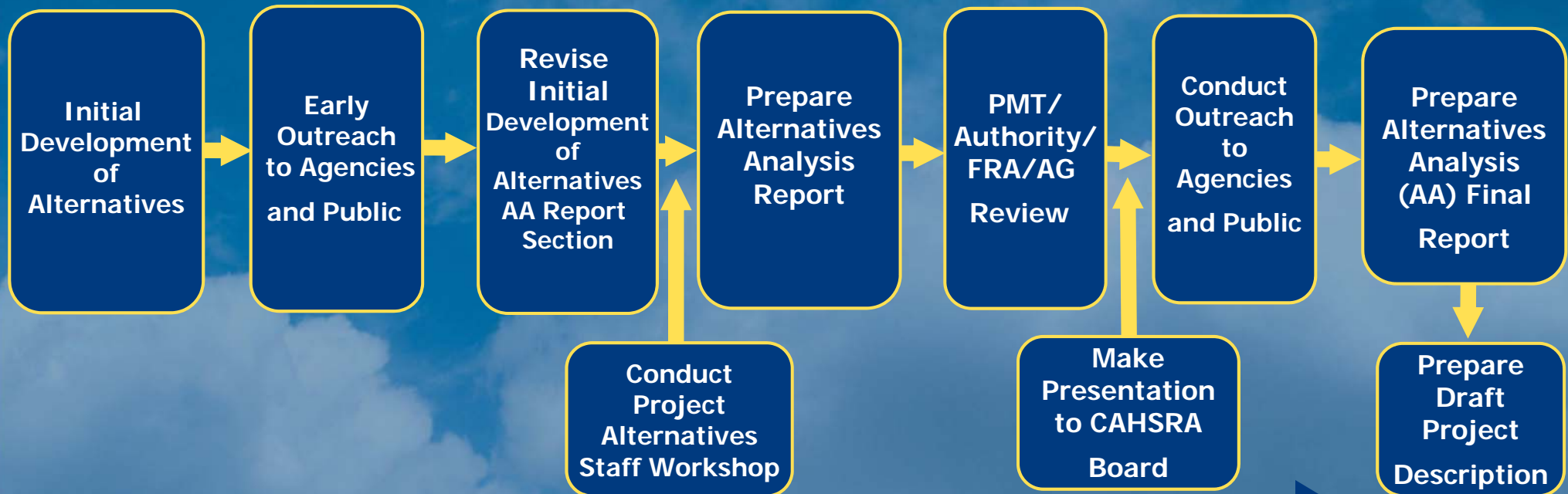
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# High-Speed Train Ontario Airport Scoping Meeting Fall 2009



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# High-Speed Train San Diego

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